

For Sale.

MacEwen, Frickel & Co.
HAYE RESIDED FOR SALE.

Best French Mail Steamer.
"Amazona."
Finest French BUTTER in Kilo Bottles.
NUTTY PRATT'S VERMOUTH.

Regulation LIFE BELTS.
LIFE BUOYS.
FIRE ALARMS.
BATH BRICKS, SHOE BLACKING.
HUBBARD'S PAINTS AND OILS.

Ex "S. S. 'Ulysses'."
Fine New Season's GUMSHAW TEA, in
5 and 10 catty boxes.
BREAKFAST CONGOU @ 25 cents p. lb.

At "Highlander."
200 kegs Fine American FURNISHING
NAILS, Nos. 3 to 12.
25 " American SPIKES, 4 inches to
7 inches.

60 barrels Prime American MEAT PORK.
50 " Choice Extra BEER.
200 " Finest Strained ROBIN.
300 " City PITCH.
150 cases SPIRITS of TURPENTINE.
100 barrels Dried APPLES.
50 cases FLORIDA WATER.
50 barrels American LAMP GLASS.
50 cases American CLOCKS.

COTTON DUCK, Canned BEEF, MUTTON,
OYSTERS, LOBSTERS, CORN,
TOMATOES, Canned BEEF, Condensed
MILK, Tomato CATSUP, HANDSPIKES,
OAKUM, ASH OARS, MAPLE, ASH,
and White Pine PLANKS.

Ex "Abbie Carver."
Florence COOKING STOVES,
STEAMERS and BRILLERS.
CORN BROOMS.
Indis Rubber KNEE BOOTS.
AGATE WARE, in every variety of Kitchen
Utensils.
Charter Oak COOKING STOVES.
Spartan COOKING STOVES.
BOURBON WHISKY.

Ex Steamers via Suez Canal.
DOUGLAS' OFFICE CHAIRS.
MORRIS GARDNER & Co.'s PERFUMED
VENEER.
HIGH REVOLVING OFFICE CHAIRS.
HIGH-BACK OFFICE CHAIRS.
ROCKING CHAIRS.
DINING-ROOM CHAIRS.
LADIES' ROCKING CHAIRS.

The above can be highly recommended for
office and domestic use, being admirably
adapted to this climate.

Ex "Gleniffer."
CROSBY & BLACKWELL'S AND OTHER
HOUSEHOLD STORES.
TAYLOR'S & CO.'S DESSERT FRUITS.
SAVOURY PATE.
GAME PATE.
PORK PATE.
OX PALATOS.
HUNG (Hambro) BEEF.

HUTCHES & PALMER'S BISCUITS.
FRUITS for LOTS.
SHERBET.
COCOA LINA.
VAN HOUTEN'S COCOA.
ERR'S COCOA.
ROBINSON'S GROCERIES.
GELATINE.

Russia OX-TONGUES.
French PLUMS.
PATE DE FOIE GRAS.
SARDINES.
Ham TONGUE and
Chicken SAUSAGE.

Breakfast BACON.
ASPARAGUS.
MACARONI.
VERMICELLI.
SAUSAGES.
MEATS.
SOUPS, &c., &c.
COPYING PRESSES.

EX AMERICAN MAIL.
Eastern and Californian CHEESE.
Boneless CODFISH.
Prime HAMS and BACON.
Russian CAVIARE.
Eagle Brand Condensed MILK.
PEACH and APPLE BUTTER.
Pickled OX-TONGUES.
Family PIG-PORK in kegs and pieces.
Paragon MACKEREL, in 5 lb cans.
Bean Ideal SALMON in 5 lb cans.
Cutting's Dessert FRUITS in 2 lb cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage
MEATS.
Assorted PICKLES.
MINCEMEAT.

COMB HONEY in Original Frames.
Richardson & Robinson's Celebrated Potted
MEATS.
Richardson & Robinson's Curried OYSTERS.
Assorted American SYRUPS, for Summer
Drinks.
McCarty's Sugar LEMONADE.
Clam CHOWDER.
Coddish BALLS.
Green TURTLE in 2 1/2 lb cans.

CALIFORNIA
RACKER
COMPANY'S BISCUITS in 5 lb
tins, and loose.
Alphabetical BIS-
CUITS.
Fancy Sweet Mixed
BISCUITS.
Ginger CAKES.
Soda BISCUITS.
Oyster BISCUITS.

Grated WHEAT.
OATMEAL.
HOMINY.
CORNMEAL.
BUCKWHEAT FLOUR.
RYE MEAL.

SPECIAL SELECTED
CIGARS.
WINES, SPIRITS, BEER AND
AERATED WATERS.

SHIPHANDLING of every Description.
RIGGING and SAIL-MAKING promptly
executed.
Hongkong, August 11, 1881.

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
TOKYO will be despatched for San
Francisco, via Yokohama, on FRIDAY,
the 16th September, 1881, at 3 p.m., taking
Passengers, and Freight, for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railway, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.
On prepaid RETURN PASSAGE TICKETS a
Reduction of 25 % is made.

Freight will be received on board until 4
p.m. on the 15th Sept. Parcel Packages
will be received at the office until 5 p.m.,
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 50, Queen's Road Central.
F. E. FOSTER,
Gen. Agent for China & Japan.
Hongkong, August 27, 1881. sc16



MITSU BISHI MAIL STEAMSHIP
COMPANY.
STEAM TO YOKOHAMA VIA KOBE
AND INLAND SEA.

THE S. S. NIIGATA MARU, Capt.
Wynn, due here on or about the
12th instant, will be despatched on SATURDAY,
the 17th September, at
Daylight.

Cargo received on board and Parcels at
the Office up to 6 p.m. of 10th September.
No Bill of Lading signed under \$2
Freight.

All Claims must be settled on board
before delivery is taken, otherwise they
will not be recognized.

RATES OF PASSAGE.
Cabin Steerage.
To KOBE,..... \$9 \$15
" YOKOHAMA & NAGASAKI, 75 20
SHANGHAI VIA YOKOHAMA, 120 40
" KOBE,..... 95 30
A REDUCTION is made on RETURN CABIN
PASSAGES.

CARGO and PASSENGERS for Nagasaki
will be transhipped to the Shanghai Mail
Steamer at Kobe.
For further Particulars, apply at the
Company's OFFICES, PRATA CENTRAL, West
Corner Pottinger Street.

H. J. H. TRIPP,
Agent.
Hongkong, September 6, 1881. sc17

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, COLOMBO,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES.

BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON THURSDAY, the 22nd September,
1881, at Noon, the Company's S. S. ANA D'YR, Commandant MACZ,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for
the above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon of 21st September.
Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on
the 21st September, 1881. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)
Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, September 9, 1881. sc22

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE S. S. BELGIC will be despatched
for San Francisco via Yokohama,
on FRIDAY, the 30th September, 1881,
at 3 p.m.

Connection being made at Yokohama
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.
A Reduction of 25 % made on all
RETURN PASSAGE ORDERS ISSUED.

Consular Invoices to accompany Over-
land, Mexican, Central and South American
Cargo, should be sent to the Company's
Offices addressed to the Collector of Customs,
San Francisco.
For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 50, Queen's Road Central.
CHAS. H. HASWELL, Jr.,
Agent.
Hongkong, September 14, 1881. sc30

Insurances.

NOTICE.
QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned are prepared to accept
Risks on First Class Godowns at 1
per cent. nett premium per annum.
NORTON & Co., Agents.
Hongkong, May 19, 1881.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.
Incorporated by Royal Charter and
Special Acts of Parliament.
ESTABLISHED 1880.

CAPITAL,.....£2,000,000.

THE Undersigned, Agents at Hongkong
for the above Company, are prepared
to grant Policies against FIRE to the
extent of £10,000 on any Building, or
on Merchandise in the same, at Current
Rates.
RISKS on First Class Godowns
Reduced to 1/2 per cent. nett premium per annum
from this date.

GILMAN & Co.,
Agents.
Hongkong, May 10, 1881.

CHINESE INSURANCE COMPANY
(LIMITED).
NOTICE.

POLICIES GRANTED at current rates
on MARINE RISKS to all parts of
the World. In accordance with the Com-
pany's Articles of Association, Two-thirds
of the Profits are distributed annually to
Contributors, whether Shareholders or not,
in proportion to the amount of Premium
contributed by each, the remaining third
being carried to Reserve Fund.

J. BRADLEE SMITH,
Secretary.
Hongkong, April 6, 1881. sc32

Not Responsible for Debts.
Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

EDMUND PHINNEY, Amer. barque, Capt.
John Berry.—Geo. R. Stevens & Co.
ELVIRA DOVALE, Hawaiian ship, Captain
Jose M. Pimentel.—Captain.

FUZZLIN, British barque, Capt. James
Scerlett.—Order.
INVINCIBLE, American ship, Captain Jas.
F. Skewes.—Borneo Company, Limited.

MARGRETHE, German barque, Captain
Jessen.—Wieler & Co.
MARY L. STONE, American ship, Captain
A. D. Field.—Russell & Co.

OCEAN, British steamer, Captain Henry
Webster.—Geo. R. Stevens & Co.
PERDIO, British steamer, Captain T. S.
Kenderdine.—Geo. R. Stevens & Co.

PRUDENCIA, German barque, Capt. V. B.
Diedrichsen.—Carlowitz & Co.
R. ROBINSON, American ship, Captain L.
Smith.—Jardine, Matheson & Co.

STAR OF INDIA, British barque, Capt. H.
D. Roe.—Adams, Bell & Co.
TANANARIVE, British steamer, Capt. S. G.
Green.—Gibb, Livingston & Co.

THE TWEED, British ship, Captain J. M.
Whyte.—Russell & Co.
VELOCITY, British barque, Captain R.
Martin.—Pustan & Co.

FOR SWATOW, AMOY & TAIWANFOO.
The Steamship
"Peking,"
Captain Assort, will be
despatched for the above
Ports on SATURDAY, the 17th Inst., at
5 p.m.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, September 15, 1881. sc17

FOR YOKOHAMA.
The Steamship
"Hailong,"
Capt. B. H. Assort, will be
despatched for the above
Port on SUNDAY, the 18th Inst.,
at Noon.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, September 15, 1881. sc18

FOR AMOY AND TAMSUI.
The Steamship
"Hailong,"
Capt. F. Assort, will be
despatched for the above
Ports on TUESDAY, the 20th Instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, September 15, 1881. sc20

FOR SINGAPORE, PENANG AND
CALCUTTA.
The Steamship
"Suez,"
Capt. W. M. Dorr, will be
despatched for the above
Ports on THURSDAY, the 22nd
Instant, at 3 p.m.

This Steamer has superior Accommoda-
tion for First-class Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, September 15, 1881. sc22

FOR SINGAPORE, PENANG AND
CALCUTTA.
The Steamship
"Ararat,"
Capt. R. J. McDONNELL, will be
despatched for the above
Ports on THURSDAY, the 22nd
Instant, at 3 p.m.

For Freight or Passage, apply to
DAVID SASSON, SOHNS & Co.,
Agents.
Hongkong, September 15, 1881. sc23

WANTED.
WANTED TO RENT, a Detached
HOUSE, or Eight ROOMS, with
Garden, on any of the Upper
Roads. Address "HONEY SUGAR," General
Post Office.
Hongkong, September 15, 1881. sc25

To-day's Advertisements.

PUBLIC AUCTION.
THE Undersigned has received instruc-
tions to Sell by Public Auction,
TO-MORROW.

the 16th Instant, at Noon, at the Godown
of Mr. D. NOWROOZE, Wanchai,—
116 BALES BOMBAY COTTON,
Ex Steamship "China".
(More or less damaged by sea water).
For account of the concerned.

TERMS OF SALE.—Cash before delivery in
Mexican Dollars weighed at 7.17. All Lots
with all faults and except of description, to
be at Purchaser's risk on the fall of the
hammer.

H. N. MODY,
Auctioneer.
Hongkong, September 15, 1881. sc16

CRICKET.
THE Annual General MEETING of the
HONGKONG CRICKET CLUB will be
held at the CRICKET PAVILION, on MON-
DAY, the 19th Instant, at 5 p.m.

Certain Additional Rules for the Govern-
ment of the Club will be proposed at this
Meeting.
Gentlemen desirous of joining the Cricket
Club are requested to communicate with the
Honorary Secretary.

WILLIAM HYNES,
Hon. Sec., H.K.C.C.
Hongkong, September 15, 1881. sc19

UNION INSURANCE SOCIETY OF
CANTON.
NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Or-
dinary Yearly MEETING of the
SHAREHOLDERS of the SOCIETY will be
held at its Head Office, Hongkong, on
FRIDAY, the 30th Instant, at 3 o'clock
p.m., for the purpose of receiving the
Report of the Directors, together with
Statements of Accounts for the year 1880,
and for the half-year ending 30th June,
1881.

The Transfer BOOKS of the Society
will be CLOSED from 20th to 30th Inst.,
both days inclusive.
By Order of the Board,
N. J. EDE,
Secretary.
Hongkong, September 15, 1881. sc20

NOTICE TO CONSIGNEES.
THE German Steamship *Prinz Friedrich
Carl*, having arrived from Antwerp,
Consignees of Cargo are hereby requested
to send in their Bills of Lading to the
Undersigned for countersignature, and to
take immediate delivery of their Goods.
Cargo impeding the discharge will be
landed and stored at Consignees' risk and
expense.
No Fire Insurance will be effected.
VOGEL & Co.,
Agents.
Hongkong, September 15, 1881.

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI.
(Taking Cargo & Passengers at through rates
for CHEER, NEWCHANG, TIEN-
TSIN, HANKOW, and Ports on
the YANGTSE.)

The Co.'s Steamship
"Green,"
Captain J. K. WEBSTER,
will be despatched on or
about the 23rd Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, September 15, 1881.

DIRECT COMMUNICATION
BETWEEN
HONGKONG AND AUSTRALIA.
FOR BRISBANE, SYDNEY, MEL-
BOURNE AND ADELAIDE.
(Taking Cargo and Passengers at through
rates for all NEW ZEALAND PORTS.)

The Steamship
"Meath,"
Captain J. JOHNSON, will
leave for the above Ports,
and FOOCHOW, on or about MONDAY, the 26th
Instant.

This Steamer has superior Cabin Accom-
modation.
For Freight or Passage, apply to
GEO. R. STEVENS & Co.
Hongkong, September 15, 1881.

FOR LONDON VIA SUEZ CANAL.
(Taking Cargo at through rates for NEW
YORK, HAMBURG and BREMEN.)

The Steamship
"Glenfin,"
Captain J. S. HOGG, ex-
pected here on or about
the 3rd Proximo, will have quick despatch
for the above Port.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, September 15, 1881.

SHIPPING.
ARRIVALS.

Sept. 15, *Diamante*, British steamer, 514,
R. F. Cullen, Manila Sept. 12, General.
—Russell & Co.

Sept. 15, *Prinz Friedrich Carl*, German
steamer, 1121, Mohr, Manila Sept. 11,
General.—Voort & Co.

Sept. 15, *Hoihow*, British steamer, from
Canton.

Sept. 15, *China*, German steamer, 648,
H. Schöber, Swatow Sept. 14, General.
—Hing Kee & Co.

Sept. 15, *Pakhoi*, British steamer, 897,
W. W. Deville, Chinkiang Sept. 11, Rio.
—Burrhead & Swire.

Sept. 15, *Conquest*, British steamer, 313,
T. Hamlin, Haiphong Sept. 13, Rio.
—Sims & Co.

Sept. 15, *Thoon Kremen*, Russian barque,
474, Verah, Bangkok Sept. 1, General.
—Sims & Co.

Sept. 15, *Jokomo*, German barque, 344,
H. Fuenfolding, Bangkok Sept. 9, General.
—Owen.

CLEARED.
Arlington, for Bangkok.
Edka Maria, for Newchwang.
Meynour, for Port Natal.
Boikow, for Shanghai.
Lochiel, for Newchwang.
Caribroke, for Swatow.
Fuzilin, for Swatow.

DEPARTURES.

Sept. 15, *Kjoberham*, for Newchwang.
15, *Bellerophon*, for Amoy, &c.
15, *Teucer*, for Yokohama.
15, *Cuba*, for Tientsin.
15, *Margritha*, for Newchwang.
15, *Himalaya*, for Hoihow.
15, *H.M.S. Keats*, for Canton.
15, *Yangtze*, for Shanghai.
15, *Rosetta*, for Shanghai.
15, *Brindisi*, for Europe, &c.
15, *Pakhoi*, for Canton.
15, *Kodung*, for Shanghai.
15, *Dale*, for Bangkok.
15, *Tamnadie*, for Foochow, &c.

PASSENGERS.
ARRIVED.

Per *Diamante*, from Manila, Mrs. Stead
and child, Mr. A. Johnston, Fathers
Harris, Gonzalez, and Abarto, one Euro-
pean adult, and 250 Chinese.
Per *China*, from Swatow, 370 Chinese.
Per *Conquest*, from Haiphong, 15 Chinese.

DEPARTED.
Per *Brindisi*, from Hongkong: for Sou-
thampton, Messrs P. R. Smith and T. E.
Williams, R.N.—From Shanghai: for Sin-
gapore, Mr. Carnie and servant; for Sou-
thampton, Messrs. Castle, John Lewis, and
Donald Ross.—From Yokohama: for Singa-
pore, Liotta, Mockler, Nicolson, Wickers,
Dullemond and Halszkapel, and Mr. J. G.
A. Goedhart from Higo to Singapore.

Per *Rosetta*, from Shanghai: from Hong-
kong, Mr. and Mrs. Robinson, child, infant
and nurse; from Southampton, Mr. Paul
Tanner.

Per *Bellerophon*, for Amoy, &c., 2 Euro-
peans, and 140 Chinese.
Per *Himalaya*, for Hoihow, 50 Chinese.
Per *Yangtze*, for Shanghai, 12 Chinese.
Per *Kodung*, for Shanghai, 1 European,
and 12 Chinese.

Per *Dale*, for Bangkok, 2 Europeans, and
87 Chinese.
Per *Tamnadie*, for Melbourne, Mr. A. J.
Lewis; for Sydney, Mr. Verletti, and 2
Deck.

TO DEPART.
Per *Arlington*, for Bangkok, 12 Chinese.
Per *Meynour*, for Port Natal, 2 Euro-
peans.
Per *Hoihow*, for Shanghai, 12 Chinese.
Per *Caribroke*, for Swatow, 430 Chinese.

SHIPPING REPORTS.

The British steamer *Diamante* reports:
Had fresh S.S.W. winds and cloudy wea-
ther, but latter part light W.N.W.
winds and fine weather.

The British steamer *Pakhoi* reports:
Light breeze with heavy S.E. swell and
heavy rain.

The British steamer *Conquest* reports:
Left Haiphong on 13th inst. at 4.30 a.m.
First part, 7 a.m. on 14th. Arrived
at 5 p.m. on 15th. Light variable winds
and fine weather. In Haiphong: German
steamer *Welle* and *Brutus*. In Hoihow:
British steamer *Ping-on*, and Siamese barque
Lucky. H. M. S. *Mappie* surveying off
Jumpei Point.

CARGO.
Per *Brindisi*, for London, 7,331 boxes,
3,639 half-chests, and 492 pkgs. Tea, 927
bales Bay Silk, 135 bales Waste Silk, 130
bales Punjum Silk, 39 cases Silk Piece
Goods, and 1,897 pkgs. Sundries. For
Canton, 274 bales Raw Silk, 100 boxes
Tea, and 120 pkgs. Sundries.

POST OFFICE NOTICES.

MAILS will close:—
FOR AMOY.—
Per *Diamante*, at 11.30 a.m., on Fri-
day the 16th inst.

FOR PORT DARWIN, THURSDAY IS-
LAND, COOKTOWN, TOWNS-
VILLE, KEPPEL BAY, &c.—
Per *Bowen*, at 3.30 p.m., on Friday, the
16th inst.

FOR STRAITS AND BOMBAY.—
Per *Thais*, at 3.30 p.m., on Friday, the
16th inst.

FOR SHANGHAI.—
Per *Hoihow*, at 4.30 p.m. To-morrow,
the 16th inst.

FOR KOBE AND YOKOHAMA.—
Per *Nigata Maru*, at 5 p.m., on Friday,
the 16th inst.

FOR STRAITS, COLOMBO, BOMBAY,
ADEN, EGYPT, EUROPE, via
TRIESTE.—
Per *Daphne*, at 3.30 p.m., on Saturday,
the 17th inst.

FOR SWATOW, AMOY, AND TAMSUI.—
Per *Pakhoi*, at 4.30 p.m., on Saturday,
the 17th inst.

FOR YOKOHAMA.—
Per *Galley of Lorne*, at 9 a.m., on Sun-
day, the 18th inst.

Council of the Colony, copies of which were also circulated amongst the members of the Legislative Assembly—with the strictest justification, we say—characteristics this treatment as “a disgrace to civilisation” and cries “Shame” upon the Government of New South Wales. Signals of distress flew for two days and were unheeded; the relieving guard police-boat was hailed night and morning, but paid no attention to the call made on her; Government officials were even to be found craven and cowardly enough, with these silent appeals for the necessities of life flaunting before their eyes (so says the *Sydney Morning Herald*, of June 30th), to report that there was no distress on board the *Ocean*. A telegram which lies before us as we write shows that the Government knew on the 28th that the ship had no water on board; and yet for two days thereafter they took no steps to relieve the parched and hungry human beings on board. As an attempt was made by the authorities to deny this, we may state that the telegram is dated the 28th June, is addressed by the Treasury to Superintendent Carroll, and is in these words:—“So long as the *Ocean* has coal, she must use her condensing machinery for her supply of water.” The fact is that her condensing machinery was out of order, and of this fact the local authorities had ample information immediately on the arrival of the steamer, when a formal request was made for a prompt and full supply of water, a promise being then made and not fulfilled that the Superintendent of the Quarantine Station would see her wants supplied at once. Had the Chinese on board been at all a turbulent lot, there might have been serious trouble there; but the passengers were a picked lot of men, endured their great discomfort with wonderful stoicism, and with only the national luxury of the opium pipe. Had condensed water been available it would have answered no good purpose to serve it out to them, their aversion, not groundless, to that unpleasant and unwholesome substitute for pure water being great and well known. Diseases, guns and rockets were ultimately fired, as a last resource, when matters on board were beginning to assume a very grave aspect; and it was only then that the badly required supplies of food and water were allowed to be taken to the steamer. Capt. Webber states and we can quite understand the spirit that would have actuated him—that, had relief not been then forthcoming, he would have been compelled to defy the tyrannical authority brought to bear on him, by breaking through the whole of these senseless quarantine regulations, entirely regardless of all penalties and consequences. As a humane man and a responsible ship-captain, he could not sit still and twirl his thumbs and see some 450 souls placed in his charge, perish for want of food and drink; his first duty would have been, had succor not come soon, at all risks to save life. He very properly points out that while no right thinking person would doubt the right of the Executive to protect the Colony from having disease introduced into it from any other country or any source from which it is in their power to cut off immigration, still no precautionary measures necessary to prevent the introduction of disease, could, whatever the circumstances, justify the course that was adopted towards his ship and passengers. Especially unpalatable for was the action of the Executive when the facts were as we have stated. Concerning small-pox, Capt. Webber, in his indictment formulated against the Government, writes:—“What are the circumstances connected with the case? Simply that small-pox breaks out in various places in and around Sydney—the back-slashed of which are not to be supposed for filth and offensiveness by any open port in China, and I can speak from experience, having lived in Sydney for fourteen years. You accredit China with having introduced the disease, without having any reliable authority for so doing, apparently forgetting that London is rife with the disease, and for all that is known it may be introduced by the ships daily arriving from that port.” To prove the utter inconsistency of the Executive it need only be mentioned that no arrangements whatever had been made for the landing of the *Ocean*'s passengers at the Quarantine Station, had there been sickness on board. But a second phase of this miserable miscarriage of natural justice and illegitimate and scandalous interference with the trade of the Colonies has yet to be told. We shall tell it as nearly as possible in Capt. Webber's own words. The ship eventually sailed for and arrived at Melbourne, where immediate pratique was granted, after a rigid inspection by the medical authorities. On receiving a clean bill of health at Melbourne, tickets were issued to through saloon passengers for Hongkong, and they were naturally indignant at the despotism they were subjected to on arriving at Sydney by being kept in quarantine for an indefinite period, notwithstanding that the ship and passengers again passed a searching inspection by a medical officer, without any disease being found to exist; and that the ship was by this time 51 days from Hongkong without ever having any sickness, epidemic or otherwise on board. The *Ocean* entered Sydney Harbour the second time during a heavy southerly gale, which occurred about the middle of July, and anchored off Watson's Bay. A Water-Police constable ordered the commander of the vessel to pick up a berth outside the line of the quarantine limits, stating it was the order of the Executive, an order which Capt. Webber most distinctly refused to obey; in the absence of written instructions, or an order conveyed through an officer in a position equal to his own; and, as a fact, the ship remained at anchor for 30 hours. An Inspector of Water-Police then gave the Captain orders to move his vessel, when he pointed out the danger of anchoring in an exposed position with the *Haada* open, which would have been the case had the order of the Executive

been obeyed. The *Ocean* eventually shifted berth, on the weather moderating, at 7 a.m. on Thursday—48 hours after arrival. Capt. Webber pitifully and pointedly remarks that while the Government may claim the right to protect its people from disease, even by entailing hardships on the shipowner, by placing his ship in quarantine when there has not been and there is not any sickness on board, he, as a British ship-master, has and claims the same right to prevent even the Government from introducing disease among his passengers, as he suggests must have been successful in warding off all disease for nearly 60 days, his ship the while crowded with passengers, an attempt was made under his orders to place constables on board his ship from the Quarantine Station, a man who for all he knew might be a small-pox patient, or a person capable of disseminating the seeds of the dread disease amongst his 450 passengers. The man was, according to the avowed opinion of the Government itself, not in a fit state to be allowed to go at large among the citizens of Sydney; how much more unfit to be put on board an exceedingly healthy ship at the risk of his spreading the disease amongst those on board! This attempt Captain Webber takes deserved credit to himself for frustrating, and adds that he was determined to resist it with force, if necessary. He characterises the action of the Executive in this matter as cowardly, considering that he had not only to show clean bills of health from the ports he arrived from, but had also to satisfy the health-officer that there was at the time of his arrival no sickness on board. In his memorial Capt. Webber enlarges upon the folly of keeping a large number of healthy people on board a ship in strict quarantine; the idea is one, he says, which cannot but be condemned by all those that have the interests of the public health at heart; in no other part of the civilised world does such treatment be tolerated. “To say that what was done, was done in the interests of the public health is a slander on the intellectual portion of the community.” No good has resulted, no good could accrue from detention under such circumstances; “it would have been far less dangerous to have allowed the passengers to land on their first arrival than to keep them penned up, huddled together in the hold, during the cold weather, as has been the case, and then let them land; and it would have become the health-officer to point out the evil that was being done, the risk that was being run.” The real effect of this action of the Government was this:—“to force upon these passengers that evil habit, of which their race is accused, namely, herding together in close quarters, and in a most sinful manner encouraging disease in its worst forms, and fostering the germination of the very disease which was causing such a panic” in Sydney at the very time of which we write. The closing paragraph of Captain Webber's letter of remonstrance is a telling one; and with the reproduction of it we leave the whole story of the treatment of the steamer *Ocean*, her commander, and her passengers, to the judgment of our readers, especially of those in any way concerned with shipping trading with the colonies; and it requires no gift of prophecy to forecast that that judgment will not be a lenient one. Captain Webber concludes:—“The climax of despotism was reached this morning, when the whole of the property was taken from 224 passengers (among whom there had been no sickness of any kind for 62 days) and burnt; themselves stripped naked on the beach, and in exchange for the loss of their all, given one suit of clothes and a blanket. That such was done by the express orders of the Government will be a lasting disgrace to New South Wales.”

REUTER'S TELEGRAMS.

(Supplied to the “CHINA MAIL.”)

(Per E. K. A. & Co. Telegraph Co.'s Line.)

REINFORCEMENTS SENT TO TUNIS.

LONDON, Sept. 14.
Further reinforcements, amounting to 20,000 troops, have been sent to Tunis.

TERMINATION OF THE EGYPTIAN CRISIS.

LONDON, Sept. 14.
The Egyptian crisis has terminated.

STRONG REINFORCEMENTS SENT TO TRIPOLI.

LONDON, Sept. 14.
Strong reinforcements have been sent to Tripoli.

LOCAL AND GENERAL.

The next AMERICAN MAIL may be expected to arrive here on or about the 22nd inst., by the O. & S. S. *Edgic* Co.'s steamer.The succeeding AMERICAN MAIL may be expected to arrive here on or about the 6th proximo, by the P. M. S. S. Co.'s *City of Peking* which brings San Francisco dates to the 6th inst.We are informed by the Agents (Messrs Butterfield & Swire), that the O. S. S. Co.'s steamer *Orates*, from Liverpool, left Singapore this morning for Hongkong and Shanghai.

The next homeward English mail will be the first of the Monday departures; and will be made up on the 26th inst. The commercial community will regret the return to Sunday mail work.

The Annual General Meeting of the Hongkong Cricket Club was to have been held at the Cricket Pavilion, to-day, at 5 p.m.; but a notice was issued at 4 p.m. to say that it was unavoidably postponed till Monday next, the 18th inst.

The agent of the E. & A. Australasia and China Telegraph Co. has received intelligence by wire, from England, of the death,

from blood-poisoning of Col. T. G. Glover, R.N., the managing Director of the Company. It may be remembered that Col. Glover inspected the Company's Stations in the Far East, some two years and a half ago, when he visited this Colony: His death will be very deeply regretted by all who have served under him.

Some praise is due to the vigilance of the police that the lady's gold watch stolen from the villa “Bellevue” about two months ago has now been recovered. Facts such as this show that although cases may drop from the notice of the public, they remain green in the memory of the ubiquitous policeman. The watch was found in a pawnshop, the No. having been carefully erased.

H. M. S. *Emerald*, arrived at Sydney, July 26th, from New Britain, brought intelligence that the natives had murdered Mr. Littleton in June last, and that the schooner *Cowford* had subsequently visited the island, and three natives had been hanged for the murder. The particulars, however, by that opportunity were very indefinite, and the report, it was said, required confirmation. The *Queenlander* wrote on the occasion as follows:—

An impression appears to have got abroad that the Mr. Littleton reported in our Sydney telegram as having been murdered at the South Sea Islands was the Hon. H. S. Littleton, of Gilegong, near Mayborough. That gentleman's many friends in the colony will be glad to be assured, on unquestionable authority, that he was the unfortunate victim of the New Britain murder.

Further details were brought to hand by Her Majesty's schooner *Beagle* which arrived at Cooktown July 30th. The murder was a most deliberate and unprovoked act, and the *Sandfly* and *Beagle*, by directions of Mr. Romilly, Deputy Commissioner for the Pacific, took immediate steps to obtain redress. The jungle of the island was too thick for white men but with the assistance of some friendly natives three of the murderers were captured and afterwards shot. A fourth, who is supposed to have been the principal offender, made his escape. The *Beagle* also reported on her return to Cooktown, the cruel murder of Mr. Kleinmann, the naturalist, and his two assistants. Mrs. Kleinmann is believed to have met a similar or a worse fate. Mr. Kleinmann spent a few months in Hongkong about a year and a half ago and made many friends in this community by his genial manners, his great experience gained and innumerable adventures met with in his travels in-out-of-the-way places providing him with an inexhaustible fund of interesting reminiscences. His sad death at the hands of these savages will be greatly deplored by all who knew him.

A BILL has been introduced into the Legislative Assembly of New South Wales to protect the Chinese against insult or injury.

Mr. Gray, Assistant-Secretary to the Board of Trade, desires us to state that though he proposes to visit the United States later in the year, he has not been instructed or authorised, formally or informally, to assist in any way, or to speak to any person when there, on the subject of a Consular convention.

We (Courier) learn from a private source that the O. S. S. Co.'s steamer *Hector*, outward bound for China from London, has been in collision with a steamer in the British Channel, and the captain is reported to be on his way to prevent her sinking, near Dover. She was subsequently floated, and latest advices state that she was to be towed to London for repairs. The water was confined to the afterpart of the vessel.

The San Francisco Report says:—Next Christmas we hope church decorators and Christmas card makers will remember, I at the first old time “Glory to God in the highest, and on earth, peace, and good will to men,” is no longer in the Bible. In its place is “Glory to God in the highest, and on earth peace among men in whom He is well pleased,” while the margin permits the use of “And on earth peace among men of good passions,” if any one can understand what that means.

As there seems to be some impression in England that the use of opium in Burma is of recent growth, it may be as well to mention that Dr. and Mrs. Heller, who travelled in Tenasserim nearly half a century ago, mention that some of the Burmese (Tala) are presumed and Shan in their party used the drug. The Burmese of their party would, however, have nothing to do with these opium smokers. A great many Burmese and Shan foresters and their followers now use the drug, and praise its virtues in a multitude of ways, keeping off jungle fever. A Burman opium-smoker in town however is usually a worthless character, and, unlike the Chinaman, he seems never to be able to use the drug in moderation.

The repeated warnings given to residents of Yokohama against the practice of leaving their bedroom windows open at night, without taking the necessary precaution of securely fastening the shutters, do not, says the *Gazette*, seem to receive much attention, and those who fall victims to the rapacity of the midnight marauders, find in the morning that the suit of clothes which they wore on the day previously has mysteriously disappeared, with perhaps a well-filled pocketbook or a watch or both, in the pockets, have only themselves to blame, and will doubtless recognize the truth of the well-known saw which says: Experience teaches. Within the last few weeks several such thefts have been reported in the papers, and doubtless as many more committed, which the police have kept quiet. One of the employees of the P. M. S. Co. residing at No. 147 on rising this morning, found he was without a suit of clothes, which he had left on a chair, not far from a window looking on the street, and which he had left open, placing a bamboo screen before it. The thief, after this secret, found he could easily get at the clothes, and accordingly helped himself to them. It need scarcely be added that the policeman was engaged round the corner at the time. We believe a house opposite was entered a few nights ago, when

the thieves ransacked the premises and abstracted a quantity of clothing.

The new Governor of Fukien has commenced a crusade against the intolerable nuisance in all Chinese cities, the deplorable beggars. The patient long-suffering by respectable shop-keepers of the efrontory of these lazy thieves is one of the many things incomprehensible to the European. It is not too much to say that the right of a beggar to beg is a thing which is not to be tolerated at the door of a Chinese shop until he extorts a cash or two from the harassed proprietor as a bribe to go away, is actually recognized, and as there are no proper policemen in any Chinese city, the beggar always gets his own way. These Governor of Fukien, in ordering the arrest and severe punishment of all persistent offenders in future, takes a step in the right direction; but it is only a half-measure, after all. The Tao-tai of Shanghai some years ago evicted most mischievous beggars from their haunts, and made the very profession of mendicancy penal. It is so in Japan; in Tokio there is not a beggar to be seen, for should one show his face in public he would be instantly arrested by the police. In the Chinese capital the filthy creatures of the street are a nuisance and should be made eminently useful in repairing the city generally and rendering the city generally a little more habitable than it is. The Peking beggars are the lowest and vilest of the people, and morally as well as physically a standing outrage to any country calling itself civilised.

This is what the *Times* says of Australians and other colonists:—“The boldness and energy of our race is one of the material struggle of life; they have little to spare for original thought or for the assimilation of the highest kinds of culture. But even now they are working out problems of their own, political and social, that the old world might well be proud to learn of. These problems will grow rapidly as population and wealth increase. They have their weaknesses, too, these young colonies; they are a little rash about running into debt, they are incurably protectionist, and they carry the admiration of English rank to the last degree. But these are the wild oats of political youth. It will be different a generation or two hence, when this island has become what it must sooner or later become—the historical centre of a race that numbers its hundreds of millions, speaking our language, reading our books, and following our traditions. New modes of life demand, and looking back upon this country with the affectionate regard that the Greek colonist in Sicily or Thracian looked back of old upon the mother-city. As time goes on, and as ‘Greater Britain’ grows, the political life of the world will be divided into two parts, each other and to us will grow weaker; but if we are wise, if we take care to live politically and individually up to our best lights, the tie of feeling and of interest will become stronger and stronger.”

The electric telegraph, wherever it has been introduced in Eastern lands, has not been held in favour by the higher classes of the people. But the first and most important in their conservation, and the gains that it brings them to welcome its introduction; and the second are too much the creatures of prejudice and ignorance to allow of its being introduced without a murmur, and forcible disapproval. The telegraph has been introduced in the case of the Sookchow line of telegraph. This line of telegraph does not appear to progress at a remarkable degree of speed, for the passengers in certain districts have commenced destructive tactics with regard to its conservation, and the first and most important in their conservation, and the gains that it brings them to welcome its introduction; and the second are too much the creatures of prejudice and ignorance to allow of its being introduced without a murmur, and forcible disapproval. 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Merchant Vessels in Hongkong Harbour.

junction with the figures denoting the sections.

Section.

5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier. -
8. From Pier to East Point.

No. of vessels.	Consignees or Agents.	Destination.	Remarks.
4	Arnhold, Karberg & Co.	Manila	K'loon D.
2	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	K'loon D.
9	Gibb, Livingston & Co.	Australian Ports	To-morrow

13	Bun Rha Chan	Swallow and Honey	To-day
11	Russell & Co.	Bombay, &c.	To-morrow
6	P. & O. S. N. Co.		
15	Ying Kee & Co.		
3	P. M. S. S. Co.	Y'hama & S. F. Saco	To-morrow
11	Jardine, Matheson & Co.		
10	Yuen Fat Hong	Bangkok	
9	Yuen Fat Hong	Bangkok	To-day
9	Wells & Co.	Trieste, &c.	17th inst.

15	Russell & Co.	Amoy	10-morro
5	Remedios & Co.	Manila	
	H. K. & W'pos Dock Co.	.....	For Phys
14	Douglas Laiprak & Co.	Amoy, &c.	17th inst.
3	Russell & Co.		
18	Douglas Laiprak & Co.	Tamsui, &c.	K'loon D.
16	Butterfield & Swire	Shanghai	To-morro
11	Melchers & Co.	Hoihow	K'loon D.
14	O. M. S. N. Co.	Manila, &c.	

14	Butterfield & Swire	Shanghai	To-day
7	Captain		
12	Mitsui Bishi M. S. S. Co.	Yokohama via Kobe	17th day
9	Edward Schellhaus & Co.	*****	Santa Cruz
11	Geo. R. Stevens & Co.		
13	Nam Sing	Saigon	
15	Vogel & Co.		
13	P. & O. S. N. Co.	Shanghai	To-day
94	Shins Traders' Insurance Co.		

7	Captain		
2	Jardine, Matheson & Co.	S'pore, Calcutta, &	22nd inst
13	P. & O. S. N. Co.	N'saki & Yokohama	ab'dscm
8	Gibb, Livingston & Co.	Foochow, &c.	o-day
7	Messers & Co.		
15	Jardine, Matheson & Co.	Saigon	
4	Wielers & Co.		
14	Messers & Co.	Shanghai	To-day

13	Kwok Acheong & Sons	
14	Brandao & Co.	
11	Wieler & Co.	
6	Russell & Co.	New York
30	Gilman & Co.	Port Elizabeth, &c.
27	Yuen Fat Hong	Bangkok
4	Russell & Co.	London
21	Edward Schellhass & Co.	Chefoo

20 Vogel & Co.	Antigua
22 Vogel & Co.	New York
14 Geo. R. Stevens & Co.	
9 Captain	
24 Wisler & Co.	Newchwang
18 Carlowitz & Co.	Lyons and Hamburg
10 Borneo Co., Limited	Shanghai and Newchwang
11 Janssen & Co.	
9 Janssen	

4	Captain	Portland (Oregon)	Repairing
9	Wieler & Co.	Leuron	
4	Melchers & Co.	Newchwang	
1	Arnhold, Karberg & Co.	Newchwang	
11	Captain	San Francisco	
24	Russell & Co.	New York	
6	Adward Schellhass & Co.	London	

10	Chinese	Bangkok	
4	Edward Schellhass & Co.	Newchwang	
28	Wo Hing Yuen	Newchwang	
14	Chinese		
5	Russell & Co.	New York	ab'doon
28	Chinese	Bangkok	
8	Turner & Co.	Port Natal	
15	Russell & Co.	San Francisco	
10	Carlowitz & Co.	Havre and Hamburg	

14	Jardine, Matheson & Co.	London	
15	W. H. Ray	San Francisco	
19	Vogel & Co.	London	
28	Russell & Co.	Newchwang	
8	Arnhold, Karberg & Co.		
11	Pustau & Co.		
26	Wieler & Co.		
18	Adamson, Bell & Co.		
22	Rene Engel & Co.		

26	Carlowitz & Co.	5	Siemssen & Co.	Ohseoo & N'ehwang
12	Butterfield & Swire			
11	Butterfield & Swire			
18	Siemssen & Co.			Shanghai
13	Siemssen & Co.			Shanghai

<i>Tons.</i>	<i>Guns.</i>	<i>H. P.</i>	<i>Date of Arrival.</i>	<i>Commander.</i>

221	7	70	Sept. 14	J. Stewart
360	3	340	June 19	.....
800	.....	.....	Sept. 11	Kho Kok-jeong
.....	.....	.....	June 19	Mariano Torres
2691	.....	.....	.....	.....
465	4	120	July 1	.....
400	6	800	Aug. 24	Francis M. Green
562	4	125	Sept. 13	Ohow Shoi
380	3	340	June 19	.....

3087	20	850	June 2	Commodore Cuming
CHINESE GUN-VESSELS IN CANTON WATERS, &c.				
Name	Tons.	Guns.	H. P.	Commander

An-lan	221	7	70	Lin Kuo-ch'ang
Chen-to	221	7	70	J. Stewart
Chien-jui	80	3	17	Ohniese
Ching-ting	180	6	60	F. Bessard
Chan-tung	150	2	40	Yu Li-hao
Chop chung	800	...	.....	Li T'ieh-ming
Chop-sai	.....	.....	.....	Lin Pao-ch'ung
Chao-chang	300	3	30	Chien Yung

Hai-tung-hung	306	3	20	Chen Tsung-hsi
Hai-tung-hung	129	3	.....	Chen Hui-chi
Hai-tung-hung	120	...	.....	Loang Yu-tung
Hua-shan	24	2	7	H. J. Franck
Li-shé	80	3	20	Chinese
Peng-chou-hai	562	4	125	Chow Shai
Quang-on	120	4	40	Li Ping-ye
Sher-chi	200	5	50	Chinese
Sui-tung	160	4	60	J. B. Murray

Teking-on	120	2	40	Chinese Admin.
Teking-po	100	8	40	Ohing
Tsing-po	180	6	60	A. Garreau
Yi-hu	20	2	8	Ohiness
Yti-min	24	8	7	J. Yeats

American	Charlot	German brig
London v. F'chow	Charon Wa'tana	Siamese ship
British	Chloris	German brig
Japanese	Catty Sark	for San Francisco
Chinese	Denbighshire	British brig
British	Elliott	British brig
Chinese	Erl König	German brig
Chinese	Friedrich	German schooner
Chinese	Humboldt	for New York

British	Fairclough	British newcomer
New York, Amoy	John B. Worcester	British ship
British	Lee Deux France	French port
Chinese	Liam Mitchell	British lawyer
British	Lulu	British newcomer
British	Meteor	German yacht
Telegraph Repairing Str.	Norwich	for London
British	Omega	British yacht
Japanese	Omeg Vidal	British ship

British	Palao	German
British	Peter	German
British	Pym	British
	Soldier	French
	Therapist	British

at arrived at Hongkong.

China Mail Office, No. 2, Wyndham Street, Hongkong.